



# COAST GUARD RESERVIST

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## THE ADMIRAL'S CORNER

As Chief of the Office of Reserve, I spoke at the recent Reserve Officers Association convention in Miami Beach, FL, (28 June - 1 July).

I wish to share with you the highlights of my discussion, for it will provide you a greater insight into the future of our program.

The first point was augmentation training. As I have said before, this is a must for our "one-service" concept.

This, of course, means direct participation in Regular Coast Guard missions as training. We hope to substantially upgrade this augmentation procedure to an involvement from the present 50 percent to a level of close to 75-80 percent.

Through augmentation, we are becoming increasingly involved in SAR, boating safety, harbor patrol, vessel augmentation and other similar fields involving the Regular Service.

An example of augmentation--a point that it can work just about anywhere--is the work of our Albuquerque and Salt Lake City units. The Salt Lake City unit recently qualified 39 reservists for boating safety detachment duty on Bear Lake, for summer safety patrols.

Augmentation training results in real, tangible benefits in both morale and motivation. On a recent West Coast visit to our units in that area, the men impressed me with being really "turned on" by the idea. As one man told me, "I've learned more in the last nine months than in the previous four years."

Everywhere I went, the men echoed this sentiment. It is working. There are new relationships between Regulars and Reserves, and the Regulars are becoming increasingly aware that Reserves can take over and get the job done--and done well.

The concept of augmentation fits directly into the program of voluntary service in domestic emergencies. During the recent tragedy of the destructive East Coast floods, reservists performed emergency duties in Baltimore, MD, Wilkes-Barre, PA, and Richmond and Alexandria, VA. In these flood-ravaged areas, reservists--while on their own or while assisting Regulars--rendered many thousands of hours of vital service.

We currently are expanding and revising the ORPSU concept to be redesignated as TRACOR, an acronym for "Training Coordinator". This will cover all the training units, and will be accomplished by a commander or captain who will be responsible for training coordination between Regular and Reserve units as we push to attain the target 75-80 percent levels of augmentation training.

Naturally, with increased emphasis on augmentation training, classroom training will decline to about 20 percent of total drill time.

The primary emphasis in training is being focused on the three basic rates of BM, PS and EN, plus a few support ratings such as CS, YN and SK.

Under enlisted programs, we intend to provide petty officer training for all non-prior-service enlistees, to give every reservist the opportunity to make third class and go as much beyond that as he can.

The Reserve officers at the convention were particularly interested in our pilot SPAR program. We have 80 young ladies reporting to Yorktown for their initial training under this program.

We also are going to take a very hard look at our officer promotion system and try to develop a more equitable method of increasing retention opportunities for those who are doing their part to support the program. I hope to see this accomplished by adding more junior officer spaces, and increasing modestly the CDR/CAPT spaces.

I feel that the Coast Guard Reserve's place as a functional Reserve force is mandatory. It is up to each of you to insure that we meet not only our current commitments, but also those of tomorrow.

In doing this, we cannot cling too much to prior programs and procedures--we must seek new methods carefully and deliberately, striving to provide the highest quality in all future endeavors.

From what I have seen of our Reserve forces, there is no doubt but that we will.

*J. W. Moreau*  
J. W. MOREAU



THROWING IN THE HAT--Lieutenant Junior Grade James S. BROOKS accepts his new officer's hat from Commander Sandiford S. BEE Jr., Chief of the Eighth District's Reserve Division, in a swap for his old chief's hat at the CG Recruiting Station in Dallas, Texas. LTJG BROOKS, who received a direct commission, is assigned to an ORTU at the Naval Air Station, Dallas. He is a teacher at a Terrell, Texas, intermediate school.



# Recent Directives: The First Six Months

As a part of the overall effort to improve communication within the Coast Guard Reserve, the following recently published directives are listed for your information. Some of these may apply to you. Your unit has received all of them, and they are available for you to read there.

2-17-72 COMDTNOTE 1401 (ALDIST 052). Explains inactive duty Reserve officer selection board cancellation.

2-18-72 COMDTNOTE 5060. Announces the winners of the Commandant's Award for Fiscal Year 1971.

2-24-72 COMDTNOTE 1571. Explains the use of Reserve personnel who volunteer to participate in domestic emergencies.

3-7-72 COMDTNOTE 1401. Cancels COMDTINST 1401.3, eliminating percentages for Reserve officer promotions, and removes "lock-in" at 18 years. NOTE: The Office of Reserve is seeking legal authority to reinstate 18 year "lock-in".

3-14-72 COMDTNOTE 1401 (ALDIST 075). Announces selections for promotion to commanders.

3-17-72 COMDTNOTE 1100. Provides complete information on all aspects of service in the CG Reserve. Can be used as a "sales manual" for recruiting with prospective reservists. Covers enlistment, reenlist and extension of enlistment.

3-22-72 COMDTNOTE 1401 (ALDIST 084). Announces selection of CAPT C. J. HANKS for promotion to Rear Admiral.

3-27-72 COMDTNOTE 7220. Reserve drill attendance sign-in procedures are deleted.

3-27-72 COMDTNOTE 1401 (ALDIST 087). Sets dates for Captain Selection Board.

4-4-72 COMDTNOTE 1571. Explains summer OJT programs for enlisted members of CG Reserve; also, provides augmentation force for operational units while permitting reservists to complete the annual participation requirements during the summer.

4-24-72 COMDTNOTE 1550 to COMDTNOTE 1550 of 24 November 1971. Covers correspondence course requirements for advancement in the Port Security rating in the inactive Reserve and shows revisions in requirements.

4-24-72 COMDTNOTE 1300. Explains requirements of completion of five years service prior to transfer into Stand-by Reserve.

5-1-72 COMDTNOTE 1410 (ALDIST 113). Indicates correction to ACOUTRA in grade data in preparation of Form CG-4716, recommendation for advancement for inactive duty CG Reserve personnel.

5-8-72 COMDTNOTE 1401. Publishes schedule of retention and promotion board for the coming year.

5-8-72 COMDTNOTE 1401 (ALDIST 118). Publishes list of selectees for promotion to lieutenant commander.

5-22-72 COMDTNOTE 1401 (ALDIST 126). Publishes list of selectees for promotion to captain.

5-25-72 COMDTNOTE 1223. Disestablishes the AG rating in the Coast Guard Reserve and provides for lateral changes in rating for AG personnel.

5-25-72 COMDTNOTE 1417. Information concerning December 1972 Warrant Officer examination for appointment to W-1 for inactive duty reserve personnel.

5-25-72 COMDTNOTE 1414. Elimination of physical examination requirement for advancement to E-8 and E-9 for members of the inactive duty Reserve announced.

6-28-72 COMDTNOTE 1418. Servicewide examinations for E-8 and E-9 Reserve personnel announced, listing ratings in which SWE will be given during the coming year.

7-6-72 COMDTNOTE 5060. ROA Congressional Award winners for FY 71 announced.

7-11-72 COMDTNOTE 1401 (ALDIST 182). Announces selection board for promotion of LT's and LTJG's.

## Deputy Chief Of Reserve Retires

Captain Robert N. REA, USCG, Deputy Chief of the Office of Reserve retired on 30 June 1972. Captain REA had served as the Chief of Reserve Training Division in Headquarters prior to his assignment as Deputy Office Chief.

Captain REA, who was commissioned in 1945, served in a variety of assignments, including executive officer of Reserve Training Center, Yorktown.

For his outstanding service as chief of Reserve Training and Deputy Chief, Office of Reserve, Captain REA was awarded the Meritorious Service Medal by the Commandant.



ALL IN THE FAMILY--A husband-and-wife team, in addition to three SPARs, are sworn into the CG Reserve by CWO J. L. WILLSON at the Hartford, Connecticut Recruiting office. This ceremony highlighted a record enlistment for women joining the Reserve SPAR program at one time. The four SPARs, from the left, Cheryl PERKINS,

Katherine STIENHART, Karen SCLARE, and Maria RODRIQUEZ, were enlisted as Yeoman Second Class. They will be assigned clerical duties with two Connecticut Reserve units. Daniel SCLARE, an ex-Air Force SSGT, enlisted as an EN2, and reported with his wife Karen to the same unit.



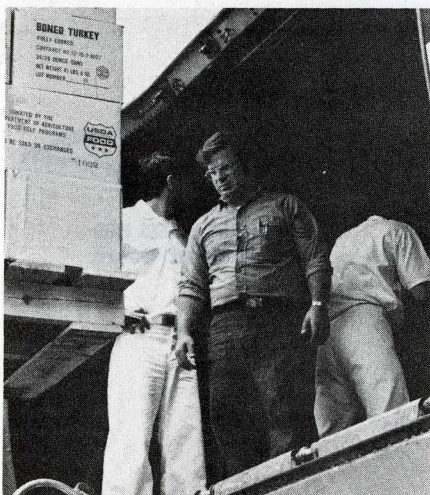
# RESERVISTS CAST IN MAJOR ROLE AS AGNES PLAYS OUT HER WRATH

## *Separate Flooding Hits West Coast*

During the latter part of June, Coast Guard reservists from coast to coast were involved in major disaster relief efforts, several of them inter-related.

On 19 June, Tropical Storm AGNES came ashore in the Florida panhandle and caused moderate damage and some local flooding. AGNES appeared to have lost her punch as she moved into the northeastern part of the country. But instead, AGNES expanded and became the most severe (in terms of overall effect) storm ever to hit that area. The flooding struck portions of Virginia, Maryland, Pennsylvania, New York and Ohio. Approximately 200 persons died and property damage exceeded several billion dollars. In many places over twelve inches of rain fell and major rivers crested far above any previous recorded levels.

Coast Guard reservists responded in many of the areas devastated or threatened by the flood, and working with National Guardsmen, civil defense forces, firemen, etc., did what could be done to prevent or control damage. In many places, workers could only watch and wait for the waters to recede.



RESERVISTS from Boston unit load emergency foodstuffs onto Navy Reserve plane for delivery to flood victims.



FLOOD RAVAGED WILKES-BARRE, PENNSYLVANIA, SUCCUMBED TO THE FURY OF AGNES.

Richmond, VA. The James River crested close to 40 feet above flood stage, and the downtown area had three story buildings submerged. Several oil and propane gas tanks were destroyed. The city's water works were flooded and an interstate highway was submerged.

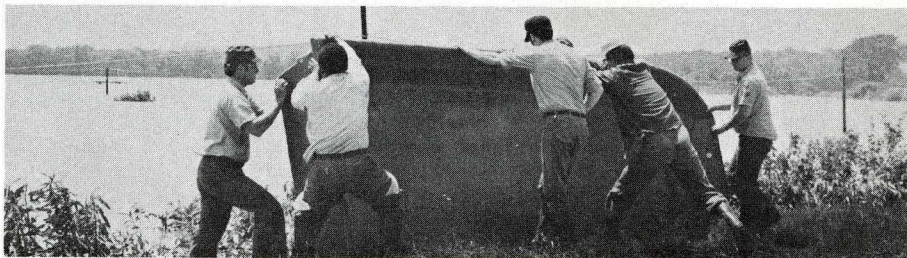
Coast Guard reservists from OR-TUPS 05-82359 worked with the Coast Guard On-scene Commander and off-loaded and manned the small boats which were flown into Richmond by a C-130 from CGAS Elizabeth City. The reservists performed survey work in the flooded area, recovered a number of drifting small boats and rendered other types of assistance to victims, including transportation, movement of food and drinking water to stranded families, etc.

Washington, DC, area. The Potomac River flooded a large area of Alexandria, VA, leaving thousands of persons homeless. A shopping center burned to the "waterline", ten feet above the ground. A barge, a tugboat, and a cofferdam broke loose from their moor-

ing and drifted among the many bridges in the area. Down river, a large dam threatened to burst as water 20 feet high poured over its upper edge, flooding the water works, destroying a small town and several marinas.

Coast Guard reservists from the Alexandria units manned the 31-footer from Friday to Sunday recovering small boats, conducting surveys of the affected area for local authorities, and transporting personnel between

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AUGMENTING THE REGULARS, RESERVISTS JOINED IN EMERGENCY SAR OPERATIONS



## RESERVISTS BATTLE AGNES

(from page 3)

unclaimed boats which had been washed ashore. The Alexandria ORPSU coordinated Reserve activities in Washington and Baltimore from the Alexandria ORTC.

**Baltimore, MD, Area.** The Susquehanna River inundated several small towns at the upper end of the Chesapeake Bay. The river's giant Conowingo Dam threatened to collapse as water poured over its top, even though for the first time in history all of the dam's fifty flood gates were open. The Lake Roland Dam cracked and a large area of northern Baltimore had to be evacuated.

The Reserve 31-footer was placed in operation from Thursday night into Sunday night for SAR operations in the Baltimore area. Reservists augmented boat crews from Group Baltimore and CG Station Annapolis, permitting the boats to be used almost full time throughout this period. Coast Guardsmen, including reservists, were dispatched to the Lake Roland area to assist if the dam broke. Fortunately, it held.

**Harrisburg - Wilkes-Barre Area.** The Susquehanna River and other smaller rivers in Northeastern Pennsylvania caused major flooding in the areas of Wilkes - Barre and Harrisburg. Roads and bridges were destroyed, the Governor's Mansion was submerged and many local area hospitals were isolated and lost power.

Coast Guard reservists from ORTUAG 03-83236 in Avoca, PA, operated trailerable small boats which were brought to the area by CG aircraft and trucks. They assisted the Regu-

lar Coast Guardsmen on the scene and were an invaluable asset because of their knowledge of the local area, since there are no operating CG units nearby. A Coast Guard Reserve officer directed the Disaster Preparedness Force established at the Naval Reserve Training Center in Wilkes-Barre. A CWO-2 (MED) was assigned to an emergency first aid center in Avoca, PA, for two weeks ACDUTRA.

In all, 31 boats, three helicopters and 70 Coast Guardsmen--both Regular and Reserve--participated directly in the flood relief operations in Pennsylvania. In a related operation, reservists from ORTUPS 01-82010 in Boston provided the manpower to load 40,000 pounds of supplies for flood victims, which was flown into the area by Navy Reserve aircraft.

In Richmond, VA, the flooding destroyed two large oil storage tanks, causing a spill of 456,000 gallons of heating oil and diesel fuel. Because of the severe currents caused by the flood, the oil could not be contained and nearly 30 miles of river is affected by the spill.

In a suburb of Philadelphia, the flood waters of the Schuylkill River caused the largest inland oil spill ever to occur in the United States. A motor oil reclamation company had several large lagoons of used motor oil emptied by the raging flood waters, and between eight and 16 million gallons of the oil was taken into the river. More than 50 miles of river and the surrounding area was coated by the spill.

Coast Guard reservists from Trenton and Gloucester, NJ, and Philadelphia and Lancaster, PA, are working with the Coast Guard's East and West Coast Strike Forces and the Environmental Protection Agency and other organizations in cleaning up the spill.

At the same time as the East Coast Flood, a break occurred in the levee at Isleton, CA, on Andras Island in the San Joaquin River near Sacramento. The town's population of nearly 1,000 had to be evacuated as the island progressively flooded. Coast Guard Reserve units assisted in this disaster indirectly. Reservists augmented operating units in San Francisco, Rio Vista, and Benicia so that the Regular Coast Guardsmen could answer the emergency.

This condensed version of major disasters on both coasts of the United States has obviously omitted many details. Two points are clearly spelled out: the Coast Guard is ready to respond to an emergency situation at any time; and the Coast Guard Reserve is ready, willing and able to supplement the Regular Service's operations whenever and wherever the need arises.

### The Coast Guard RESERVIST

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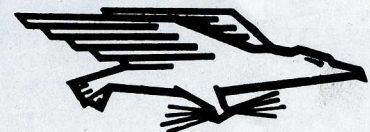
**LTJG R. C. BROWN**  
**CWO H. M. KERN**  
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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